

# 2004 RCTIC CAT: 440 SNO Pro

raditionally Arctic Cat doesn't release information about their latest race sled until their annual race school in November, or at the Haydays grass drags in early September.

So why did Arctic Cat "leak" out some details about their 2004 Sau Pro 440 earlier this summer? Insiders indicate it was an effort to keep their racers from jumping brands. They had to give them some indication that they were making changes that would keep them competitive in the snocross arena. Ski-Doo enjoyed great success with their rider-forward position REV-chassis race sleds, so it only makes sense Arctic Cat would respond with a change in rider erponomics, making the transition to a standing riding position easier.

The engineering department at Arctic Cat has been working diligently on their 440 Sno Pro. The 440 developmental team, in conjunction with many racers, have made major changes to the rider position, ergonomics, handling, suspension, turning radius and engine performance of the Sno Pro.

### Key Improvements \* New steering position

· Steering post positioned over the engine in order to move the top of the post 9-inches forward and 7-inches higher, (see illustrations)

### \* New tunnel

Straightened and deepened for improved durability Running boards widened and footrests flattened for bet ter ergonomics.

### \* Redesigned front suspension geometry - Front end tipped 2 degrees in order to improve drive

axie clearance and provide more aggressive steering.

### \* Chassis strength improvements - Reinforcements throughout the chassis

\* New seat design

· 6-inch higher seating position for better ergonomics Lighter weight design

### ' Deeper lug track - 1.7-inch

\* Strengthened drive system -15 wide chain -Stronger drive shall

# \* New gas tank design

- 5 gallon capacity Better ergonomics

### \* New suspension calibration w/adjustment - Ski suspension

\* Fox Zero X ski shocks w/external compression and rebound adjustment

# New steering position



2003-2004 COMPARISION OVERLAY

Rear suspension

\* External rebound adjustment on Cross-Link \* Improved calibration and durability

\* Revised hood and belly pan design -Enhance forward riding position

\* New "Team Industries" driven clutch - Improved durability

# \* New engine package

- 3 port exhaust cylinder

Exhaust pipe

4-5 HP increase from 2003 package - Improved acceleration, low end, mid range

- Improved throttle response

# Rider position changes



Plans to display the Arctic Cat race sled are set for "Hay Days" in Lino Lakes, MN in early September. Actual race sled production and the annual Arctic Cat Race School will take place earlier than in previous years, scheduled for mid October. Orders for the new race sled were taken thru the Arctic Cat race department, as availability of these machines was extremely limited to racers who applied by May 15.

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survey indicated 24% of those who responded were "more interested in four-article techology" to finite sled purchase. Twentytour percent "That's high ma market where revisitude have reigned supreme for so verylong. This is a combination of fuel economy, mose level, durability reliability, like of reviserable of (smoke, convenience and cost), and the broad former output.

# Two Stroke Engine

This leaves us with 76% of the SnowYeeh readers, who responded to our survey still wanting two-storkes. For them, a four stroke is still not structive and not a Vabile option. This includes a banch of die-shad gow heads and mountain inders who like the lighter and more excit; intered with two-strokes. When we're talking floatation through deep snow, with the still read two-strokes and two-strokes talk rule. To this group, it's either a two-stroke engine or they of auther not it out all.

## Forward Riding Position

Everyone can blame the Ski-Joon REV for this one feature that did more to polarize the market than anything in recent memory. Most riders either love or Take the forward riding position of the REV but the face of the matter is both Polatin and Artife Cat have recognized the benefit of Inving your haps higher than your knees, and have altered their product offerings as such



While there are a small number of riders who save. Twyl line wer bay a side dlut sijs, higher and further forward funstant disqualifiers, there are far more who, after riding or buying a REW last season, will likely never again. They liken it to bidependent Front Symensium or priout or long travel skid frames, in the rear doubt made mainstream entire the state of the

### . Electronic Fuel Injection

"We ain't fiddling with the brass any more!" is the chant of the Arctic Cat faithful who know the benefits of Electronic Fuel Injection Go out and try to buy a car or truck with plain earlss instead of EFI and you'll be laughed right out of the dealership. The light throttle pull, ease of starting on the first or second pull (atmost religiously these days) and the erisp performance, regardless of temperatures or elevation, has made this a huge linktant Qualifier for a number of righters.

Arctic Cat has held a lock on this one for so long they've maybe become complacent, as Ski-Doo just upped the arne with their transfer-port injection SDI engines. Instead of injecting the fuel into the air stream at the throttle bedies, Ski-Doo allows only clean air





